

COUNTRY ~~Soviet Union~~ REPORT NO.

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TOPIC ~~Oranienburg Airfield~~

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DATE PREPARED 11 Aug 1979

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REMARKS

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1. On 26 May 1951, a radar set was observed on the west embankment of the canal, at Oranienburg airfield about 500 meters south of the railway bridge across the canal. (1) The set had only one cylinder on its mast.
2. Between 10 and 28 May, no change of occupation was observed at the field. At 12:30 p.m. on 25 May, six swept-back jet fighters from another airfield landed. They took off again at 5:30 p.m. and flew toward the northeast.
3. Instruction courses for air force and army officers from various garrisons started in Weisse Stadt on 15 May 1951. Weidner, (fnu), was the supervisor of the Germans employed by the air force unit. He was subordinate to Lieutenant Vashenkov, (fnu), chief of the motor pool.
4. Repair on the N-S runway was being done by Soviet Air Force troops. Damaged slabs were being replaced by new ones. A taxiway led from the southern end of the runway toward the canal. Rummel Tiefbau A.G., an Oranienburg construction firm, was repairing the NW-SE runway which was about 500 meters shorter than the N-S runway. The same firm constructed temporary buildings in the western section of the field.
5. The radio installation with two masts of different heights, previously located at Veltner Bridge, was dismantled on 21 May. Only the Dumbo type radar set and the radio installation with four masts were seen at the field. (2)
6. At 5 p.m. on 28 May, light metal drums, each about 1 meter long and 40 to 50 cm in diameter, were being unloaded from a truck at the former chemical factory. The drums were carried into the factory. They bore the German inscription "Attention, handle with care". It was observed that the drums were concave on one side with the inner part painted red. Similar drums, whose purpose is not known were previously seen lying on the ground near the jet bombers.
- On 18 May, shortly before nightfall, three jet bombers were flying in wedge formation beneath the clouds at an altitude of about 1,000 meters. On 26 May, there was intensive flying by jet bombers throughout the day. The sky was partly cloudy. Only individual flights were made at an altitude of about 800 to 1,000 meters. On 1 June, jet bombers with landing gears

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extended made individual flights, apparently local flights, from 7 a.m. throughout the day. Two swept-back jet fighters were also seen aloft. Their speed was about 50 percent faster than that of the bombers.

8. On 2 June, 17 twin-jet aircraft, their noses covered with tarpaulins, were parked next to the hangar. About 15 additional planes were seen in the northwestern corner of the field. There was no flying between 2 and 4 p.m. although the weather was good.

9. At 11 a.m. on 25 May, [redacted]

[redacted] No aircraft were parked in the hangar. [redacted] drove passenger car [redacted] and was willing to pay 6,000 DM-east for information on the location of the underground fuel dump.

10. On 19 May, the southern connecting strip between the runways was completed by Major Motayev and the commander of the field, who was also a major. This strip could not be constructed in the scheduled width because of a shortage of cement. For one cubic meter, only five bags of cement were used instead of eight. Thus, only 116,000 DM-east were spent for the connecting strip instead of 160,000 DM-east, as originally estimated.

11. On 30 May, a sketch of the field [redacted] It gave the N-S runway as about 1,800 meters long and showed a short taxiway connecting the N-S runway with the NW-SE runway. Major Motayev, (fnu), was in charge of the construction work at the field. He was known as Kommandier. He said that on 30 May, he would leave for the U.S.S.R. on a 50-day leave.

12. On 31 May, several twin-jet aircraft took off against the wind on the runway to the east. The planes were airborne after a take-off run of about 1,200 meters. After landing the aircraft taxied across the field. The planes did not use the new connecting strip. On 4 June, 15 jet bombers were counted at the field. About 40 twin-engine aircraft with in-line engines were parked next to the hangar. (3) [redacted]

13. On 26 May, about 10 twin-engine aircraft with double rudder assemblies were parked south of the hangar at the field. Jet bombers practiced flying. There were strong squalls from the east to southeast, good visibility, and a cloud base of about 1,000 meters. Between 9 and 9:36 a.m. one jet plane took off every three minutes. The planes circled over the field for about 15 to 20 minutes at an altitude of about 800 meters and then landed at irregular intervals. It was observed that the planes which came in for landing did not make long glides at a low level, as was previously observed, but instead came in at an angle of about 30 degrees. [redacted] almost all landings made were rather bad. An average of 60 percent of the runway length was used for the take-offs and at least 75 percent for the landings. The crews were changed after each landing. Refueling was done at irregular intervals. It was observed once that a fuel truck was parked at a right angle to the nose of the plane and that refueling took at least 15 minutes. Flying continued until 10:30 a.m. The Dumbo radar set was not in operation.

14. The following new observations were made on the jet bombers:

while the planes taxied, the front half of their cockpit were opened vertically upward to the rear. Shortly afterwards they closed again. Several aircraft had an object spherical in shape just behind the cockpit. An antenna led from this object to the middle of the rudder assembly. [redacted]

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Trucks [redacted] were seen between the airfield and Weisses Stadt. Sentries were observed for the first time patrolling the northern and eastern edges of the field.

15. Between 2:30 and 4:45 p.m. on 31 May, there was no flying although the weather was good. Eight twin-engine aircraft with double rudder assemblies were parked west of the entrance to the field. Two rows of 12 jet bombers each were seen west of the hangar and another row of eight jet bombers was south of the hangar. All the aircraft were parked pointing north. (5) Motor vehicles seen between the airfield

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16. On 2 June, flying with jet bombers was observed in the northern extension of the main runway. The visibility was good. The following aircraft were observed landing:

<u>Time of Landing</u>	<u>Number of Aircraft/Color</u>
9:15 a.m.	red
9:22 a.m.	red
9:24 a.m.	red
9:36 a.m.	red
9:40 a.m.	red
9:56 a.m.	red
10:02 a.m.	red
10:03 a.m.	red
10:08 a.m.	red
10:13 a.m.	red
10:18 a.m.	red
10:19 a.m.	red
10:21 a.m.	on the nose
10:24 a.m.	painted in blue or black on the rudder assembly above the Soviet star
10:34 a.m.	red
10:36 a.m.	red
10:39 a.m.	same marking as on the plane landing at 10:24 a.m.
10:40 a.m.	red
10:48 a.m.	red
10:49 a.m.	red

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Both type aircraft had a tail gunner's station. Not all aircraft carried armament. Each plane had an antenna that led from the cockpit to the rudder assembly.

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17. On 7 June, about eight twin-engine aircraft with double rudder assemblies were parked northwest of the hangar. One row of about 12 jet bombers was seen both west and southwest of the hangar. Additional jet bombers practiced flying. The cloud base was 1,000 meters and visibility was about 6 to 8 km. The following take-offs were observed:

Time of Take-offNumber of Aircraft

1:36 p.m.

red

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1:53 p.m.

red

1:57 p.m.

red

2:01 p.m.

undetermined red

2:02 p.m.

undetermined red

2:13 p.m.

red

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2:25 p.m.

red

2:36 p.m.

red

The aircraft usually made local flights at an altitude of about 800 meters. Formation flying with two planes was observed once. The Dumbo radar set was not in operation during flying activity. Trucks [redacted] were on the road leading from the field toward the Weisse Stadt restricted area.

18. On 12 May, radio trucks [redacted] were seen in the Weisse Stadt restricted area. It was observed that the air force headquarters was housed in a building on Rudolf-Breitscheid-Strasse. (6) Passenger cars [redacted] were parked in front of this building.

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19. Ten air force officers arrived in the restricted area on 2 June. They were quartered in the air force officers' hotel. On 4 June, trucks [redacted] tank truck [redacted] and passenger car [redacted] all air force motor vehicles, were seen in front of building 4 in the restricted area.

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20. Between 1 and 8 June, no change in occupation was observed in Weisse Stadt. Motor vehicles seen at the entrance to the field included: Trucks [redacted]

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and tank trucks

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21. On 9 June, 16 twin-engine aircraft and 12 jet bombers were seen at the field. [redacted]

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22. On 10 June, ten twin-jet bombers, [redacted]

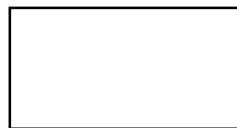
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[redacted] were seen east of the hangar. Many aircraft could not be identified because of the distance. They were parked in the western section of the field. There was no flying between 8 and 10 a.m. because of unfavorable weather. Truck [redacted] was seen entering and leaving the field. Two shelters were recently constructed near the Dumbo radar set. One was about 5 meters north of the mast and the other was south of the mast. A cable, fitted on a rod at the bottom of the mast, led to one of the shelters. The rod pointed to the north.

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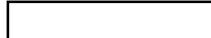
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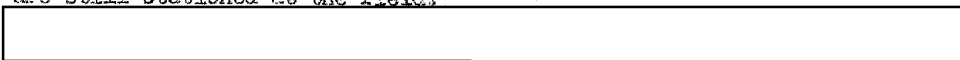
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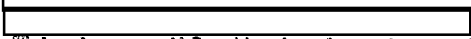
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- (1) The location of the radar set was previously reported. 
- (2) The radio installation with four masts probably is an Adcock DF station.
- (3) This indicates that, in addition to the Type-27 aircraft which recently arrived at the field, the PE-2s previously used by the bomber regiment are still stationed at the field.

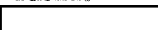
(4)



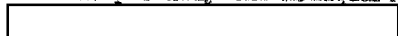
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- (5)  32 Type-27 planes at the field.

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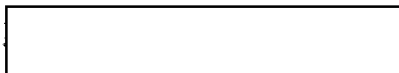
- (6) This is possibly the headquarters of the fighter regiment. 

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